
Reduced Night Noise Trial

London Gatwick Airport Limited

CAP 1616 Stage 1 – ‘Define’

CAA Assessment Meeting: 26 March 2019

Attendees

Organisation	Attending
CAA	In person / Teleconference
GAL	In person
Helios representing GAL	In person
Trax International representing GAL	In person

Overview

This meeting is the CAA CAP 1616 Stage 1 ‘Define’ meeting, to discuss the Reduced Night Noise (RNN) Trial, sponsored by Gatwick Airport Limited (GAL).

The meeting notes herein reference the following sources:

1. RNN Statement of Need (dap1916-2093)
2. RNN Trial Plan
3. RNN Activity Gantt Chart
4. CAA Assessment Meeting presentation slides

Key points and actions can be found in section 7 of this document.

1. Introduction

CAA welcomed everyone and explained that the purpose of the meeting was to provide guidance on the CAP 1616 process and to identify if anything had changed since submitting the Trial Plan and Statement of Need for the RNN trial. GAL thanked the CAA and stated that the airport’s objective is to confirm how the requirements, outputs and gateways of the CAP1616 process will be applied to the proposed trial. Attendees introduced themselves and their role and responsibilities.

2. Statement of Need & Trial Plan

Addressing the presentation slides and submitted documents (*RNN Statement of Need* and *Trial Plan*), GAL provided an introduction and overview of the trial. GAL explained that as part of its Noise Management Board’s (NMB) Workplan, opportunities for night noise respite have been explored to reduce the number of people disturbed by night arrivals. The objective of the trial was to assess the extent that PBN procedures could be used to better manage the impact of noise during the night, enabling aircraft to fly quieter approach profiles and/or at higher altitudes.

The trial is an enabler for the Airspace Modernisation Strategy initiatives 7 and 8. The data collected will have value for the planned widespread adoption of PBN arrival routes at other UK airports.

The proposed trial parameters and success criteria were presented to the CAA. GAL noted that the trial parameters may be subject to change, and that the success criteria for reducing the number of N60 events would be defined once noise monitors had been deployed and actual noise data gathered.

GAL provided a summary of engagement activities already undertaken since July 2017 through the NMB and with industry stakeholders. GAL explained how this engagement had already significantly re-shaped the trial design and, for example, led to a list of safeguarding measures defined with input from NMB members. The safeguarding measures include a process to review complaints and recorded data with a mechanism, if necessary, to suspend the trial. GAL said a process for handling complaints would be defined in the Engagement Strategy.

3. Opportunities and Issues

GAL described the potential opportunities presented by the trial, in particular, the opportunity to demonstrate the noise benefits of PBN and inform future airspace change (i.e. the Future Airspace Strategy Implementation South Programme). Potential issues were also presented, including operational issues (i.e. airline participation and overnight runway works) and community concerns (i.e. concentration of traffic and newly affected people).

GAL explained that the Southern Runway, which is planned to be used for the trial, may be unavailable for part of the proposed trial period due to planned runway works. As such, further options may have to be considered to ensure that enough data can be collected to draw a reasonable conclusion. Factors such as this could cause the trial plan to be changed.

The CAA stated that traffic concentration was an issue with PBN routes and also that the trial concept would not be suitable for high (daytime) traffic levels because it would not support the required capacity at the airport. GAL confirmed its understanding of this and explained that the trial would take place during the night time only, when traffic volumes were low. GAL noted that, should traffic volumes increase in the night, NATS would suspend the trial and revert to vectoring for those periods. GAL confirmed that a procedure would be developed for suspending the trial in the case that initial data analysis showed the objectives of the trial were unlikely to be met.

With reference to the routes illustrated in the trial plan, GAL explained that overflight cones (as defined in CAP 1498) had been plotted to demonstrate the likely noise-impacted areas under these routes. The routes had been designed to minimise overlap of overflight cones or routes where possible.

The CAA asked about route rotation, and the distribution of traffic over the proposed routes. GAL confirmed that operators would use the most appropriate route given the axis of arrival and considering any operational constraints. Artificial or systemised route rotation is not planned.

The CAA asked how the sponsor would ensure that an optimal flight path is flown. GAL stated that the aircraft would use PBN technology to fly an optimal profile with a pre-defined descent profile consistent with a CDO. Aircraft participating in the trial would not be flown manually.

4. Provisional Indication of the Level and Process Requirements

The CAA confirmed that the trial would not be assigned a 'Level', in accordance with CAP 1616 requirements for trials.

The CAA identified that the Decide Gateway does not require a specific meeting as shown on the Trial Plan Gantt chart. Instead, this decision is made internally by the CAA and subsequently communicated to the sponsor. The CAA also confirmed that the activities and deliverables required by stages 2a and 2b of CAP 1616 are not required for the trial.

Post-meeting note: The CAA subsequently clarified that it requires only the following documents: Statement of Need, Trial Plan, Evidence of Consultation, Noise Impact Assessment and Safety Assessment.

GAL stated that, for a trial, consultation is required with aviation stakeholders on the operational viability and safety of the proposed routes. The CAA confirmed this, and that the Consultation Strategy developed for stage 3 should therefore focus on gathering this industry feedback, rather than community feedback on potential environmental impacts.

The CAA confirmed that consultation would take place through its online Portal which is a public platform through which anyone can give feedback.

Post-meeting note: The CAA subsequently clarified that the consultation does not need to use the CAA CitizenSpace Portal, but it must meet the CAA's requirements for consultations.

GAL enquired about the length of the industry consultation and whether this could be shortened to reflect the small number of consultees (airlines operating in the night and the ANSPs), the considerable engagement already undertaken, and the limited scope of the consultation (confirming the trial's safety and operational viability). The CAA said it would consider a shorted consultation period if the sponsor demonstrated in their Consultation Strategy that a meaningful consultation could be conducted in a shorter timeframe.

Post-meeting note: The CAA subsequently clarified that the Consultation Strategy does not need to be provided for a trial. The CAA will require evidence of consultation of with aviation stakeholders on safety and operational viability once the consultation is complete.

The CAA agreed to circulate the Consultation Strategy template to the sponsor.

Post-meeting note: The CAA subsequently circulated the template following the meeting.

GAL stated that a Technical Workshop was already planned with industry stakeholders on 3 May, and that an Airline Survey was being prepared to circulate to GAL's Flight Operations Performance and Safety Committee (FLOPSC). An invitation to the Technical Workshop was extended to the CAA, who thanked the sponsor and agreed to check availability.

The CAA explained that, during the trial, any complaints should be submitted via the CAA Portal and not through the airports' normal complaints platform.

Post-meeting note: The CAA subsequently clarified that the consultation does not need to use the CAA CitizenSpace Portal.

GAL asked the CAA to confirm which contours should be plotted as part of the Environmental Impact Assessment. CAP 1616 states that 65dBA L_{max} contours must be plotted, however these are usually used for assessing daytime noise events. GAL is planning to also plot the 60dBA L_{max} contours which are more usually used for night assessments. The CAA agreed to confirm if any other noise contours (e.g. LA_{eq}) should be analysed as part of the Environmental Impact Assessment.

Post-meeting note: The CAA subsequently clarified that the required noise metrics for the Noise Assessment include 60dB LA_{max} footprints, 65dB LA_{max} footprints, and 45dB LA_{eq} contours.

IFP design is planned to commence in parallel to the consultation due to the tight timescales. The CAA stated that the sponsor would be working at risk and that changes to the design could be required at a later date. GAL acknowledged this. The final IFP designs should be submitted with the remaining documentation on the submit date, prior to the Decide Gateway. The CAA confirmed that only a single AIRAC cycle is required for the PBN routes.

GAL stated that baseline data would be recorded by noise monitors, planned to be deployed during the Summer 2019.

5. Provisional Process Timescale

With reference to the Trial Plan Gantt Chart, GAL explained that the trial is planned to start in the winter of 2019/20 as the volume of traffic is lower. In order to achieve the proposed January 2020 trial start date, a number of process activities have been planned in parallel.

The CAA confirmed that Gateway meetings from April to September were in high demand and a date for the Stage 3 Gateway could not be agreed at this meeting.

Post-meeting note: The CAA subsequently clarified that there is no Consult Gateway for a trial and therefore no Gateway meeting is required.

6. Next Steps

GAL presented the planned next steps, noting that the Assessment Meeting minutes would be submitted within 14 days of the meeting.

The CAA thanked the sponsor and closed the meeting.

7. Key Points and Actions

Key Points

- The RNN Trial will not be assigned a 'Level' in line with CAP 1616.

08/04/2019

- The Decide Gateway does not require a specific meeting. A decision will be made internally by the CAA and subsequently communicated to the sponsor.
- The consultation will be focussed on industry to obtain its feedback on the safety and operational viability of the trial. Community and environmental stakeholders will not be engaged in the consultation.
- The consultation period may be reduced if the sponsor demonstrates that a meaningful consultation can be conducted in a shorter timeframe.
- The CAA encouraged the sponsor to prepare an engagement plan to reflect its additional exchanges with communities.

Actions

- The CAA to confirm whether they are able to attend the Technical Workshop on 3 May.

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